

**Table 23. PAD District 5 - Daily Average Supply and Disposition of Crude Oil and Petroleum Products, May 2015**  
(Thousand Barrels per Day)

Commodity	Supply						Disposition			
	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjustments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>
<b>Crude Oil</b>	<b>1,085</b>	--	--	<b>1,049</b>	<b>174</b>	<b>10</b>	<b>31</b>	<b>2,279</b>	<b>7</b>	<b>0</b>
<b>Natural Gas Plant Liquids and Liquefied</b>										
<b>Refinery Gases</b>	<b>69</b>	<b>0</b>	<b>74</b>	<b>5</b>	--	--	<b>26</b>	<b>69</b>	<b>48</b>	<b>4</b>
Pentanes Plus	32	0	--	0	--	--	0	26	3	2
Liquefied Petroleum Gases	37	--	74	4	--	--	26	43	44	2
Ethane/Ethylene	0	--	--	--	--	--	--	--	--	0
Propane/Propylene	13	--	43	4	--	--	3	--	25	33
Normal Butane/Butylene	12	--	32	--	--	--	26	18	20	-19
Isobutane/Isobutylene	12	--	-1	--	--	--	-3	25	0	-11
<b>Other Liquids</b>	<b>--</b>	<b>25</b>	<b>--</b>	<b>157</b>	<b>310</b>	<b>40</b>	<b>5</b>	<b>481</b>	<b>9</b>	<b>37</b>
Hydrogen/Oxygenates/Renewables/Other Hydrocarbons	--	25	--	18	148	19	0	207	2	0
Hydrogen	--	--	--	--	--	39	--	39	--	0
Oxygenates (excluding Fuel Ethanol)	--	--	--	--	--	0	--	--	0	0
Renewable Fuels (including Fuel Ethanol)	--	25	--	18	148	-20	0	168	2	0
Fuel Ethanol	--	19	--	--	139	-4	-1	154	1	0
Renewable Fuels Except Fuel Ethanol	--	6	--	18	8	-16	1	14	1	0
Other Hydrocarbons	--	--	--	--	--	--	--	--	--	--
Unfinished Oils	--	--	--	64	--	--	12	14	1	37
Motor Gasoline Blend.Comp. (MGBC)	--	--	--	75	162	21	-8	260	7	0
Reformulated	--	--	--	12	88	32	11	121	0	0
Conventional	--	--	--	63	75	-11	-19	139	7	0
Aviation Gasoline Blend. Comp.	--	--	--	--	--	--	--	--	--	--
<b>Finished Petroleum Products</b>	<b>--</b>	<b>--</b>	<b>2,916</b>	<b>167</b>	<b>50</b>	<b>-5</b>	<b>-30</b>	<b>--</b>	<b>344</b>	<b>2,813</b>
Finished Motor Gasoline	--	--	1,576	29	7	-17	0	--	24	1,570
Reformulated	--	--	1,093	--	--	-27	0	--	--	1,066
Conventional	--	--	483	29	7	10	1	--	24	504
Finished Aviation Gasoline	--	--	3	--	--	--	2	--	--	1
Kerosene-Type Jet Fuel	--	--	374	73	11	--	-13	--	16	454
Kerosene	--	--	0	--	--	--	0	--	0	0
Distillate Fuel Oil	--	--	532	22	34	12	-22	--	123	500
15 ppm sulfur and under <sup>6</sup>	--	--	505	22	34	12	-27	--	115	485
Greater than 15 ppm to 500 ppm sulfur <sup>6</sup>	--	--	1	--	--	--	-5	--	4	1
Greater than 500 ppm sulfur	--	--	27	1	--	--	10	--	3	14
Residual Fuel Oil <sup>7</sup>	--	--	122	35	--	--	5	--	59	93
Less than 0.31 percent sulfur	--	--	0	--	--	--	0	--	NA	NA
0.31 to 1.00 percent sulfur	--	--	17	2	--	--	-5	--	NA	NA
Greater than 1.00 percent sulfur	--	--	105	33	--	--	11	--	NA	NA
Petrochemical Feedstocks	--	--	0	1	--	--	0	--	--	2
Naphtha for Petro. Feed. Use	--	--	0	1	--	--	0	--	--	2
Other Oils for Petro. Feed. Use	--	--	--	--	--	--	--	--	--	--
Special Naphthas	--	--	1	--	--	--	0	--	--	1
Lubricants	--	--	21	1	-2	--	1	--	3	15
Waxes	--	--	--	2	--	--	--	--	0	1
Petroleum Coke	--	--	137	1	--	--	-5	--	118	25
Marketable	--	--	104	1	--	--	-5	--	118	-8
Catalyst	--	--	33	--	--	--	--	--	--	33
Asphalt and Road Oil	--	--	25	4	--	--	1	--	1	27
Still Gas	--	--	114	--	--	--	--	--	--	114
Miscellaneous Products	--	--	12	--	--	--	1	--	0	11
<b>Total</b>	<b>1,153</b>	<b>25</b>	<b>2,990</b>	<b>1,376</b>	<b>533</b>	<b>45</b>	<b>32</b>	<b>2,828</b>	<b>408</b>	<b>2,855</b>

-- = Not Applicable.

-- = No Data Reported.

NA = Not Available.

<sup>1</sup> Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

<sup>2</sup> Includes implied net receipts for fuel ethanol and oxygenates (excluding fuel ethanol). Implied net receipts are calculated as the sum of stock change, refinery and blender net inputs, and exports minus the sum of Renewable Fuels and Oxygenate Plant Net Production, Imports, and Adjustments. Includes crude oil receipts by rail.

<sup>3</sup> Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

<sup>4</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks.

<sup>5</sup> Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

<sup>6</sup> Exports of distillate fuel oil with sulfur greater than 15 ppm to 500 ppm may include distillate fuel oil with sulfur content 15 ppm and under due to product detail limitations in the exports data received from the U.S. Census Bureau.

<sup>7</sup> Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on historical statistics from State conservation agencies and the Minerals Management Service of the U.S. Department of Interior. Export data from the U.S. Census Bureau. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.